

THE ILLUSTRATED WAR NEWS



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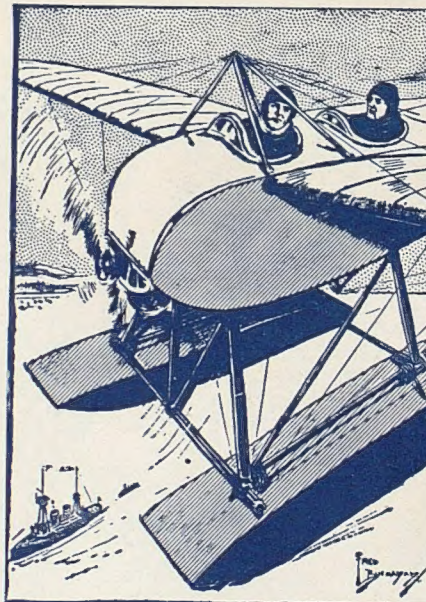
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"THE SKETCH" IN THE TRENCHES.

IN the July issue of *Blackwood's Magazine* the "Junior Sub.," whose most interesting series, entitled the "First Hundred Thousand," is appearing monthly in that periodical, describes a typical "dug-out" in Flanders.

"Observe this eligible residence on your left. It has a little door nearly six feet high and a real glass window, with a little curtain. Inside, there is

a bunk, six feet long, together with an ingenious folding wash-hand stand, of the nautical variety, and a flap-table. The walls, which are painted pale-green, are decorated with elegant extracts from the *Sketch* and *La Vie Parisienne*."

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"Not once or twice in our fair Island story, the path of Duty was the way to Glorv."—*Tennyson*.

THE BRITISH EMPIRE

THE LAND OF BEAUTY, VIRTUE, VALOUR, TRUTH. Oh! who would not fight for such a Land!



By FRANK DADD.

FOLLOW THE DRUM.

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RESPIRATOR PARADE FOR BRITISH SOLDIERS: A DAILY "DRILL" MADE NECESSARY BY GERMANY USE OF POISON GAS.

THE GREAT WAR.

IT seems incredible, after so many months of fighting, that it should still be necessary to ask people to regard this war with balance and with sanity; yet it is so, and the lack of these attributes of logical outlook is still a lamentable fact. Only this week, there have been quite a number of people startled into disquietude by the realisation of the obvious. An acute appreciation of the difficulties of the Gallipoli campaign has come to certain quarters, and it has taken a distinguished American correspondent to bring the light of revelation.

Mr. Granville Fortescue's despatch is interesting and valuable. He is able to tell us more or less definitely of certain things that make the Gallipoli Peninsula so powerful a field for defensive fighting. He is able to suggest to us that the Turks, as fighting material, have improved greatly under their German instructors, and that they are likely to outnumber the attackers in men and light guns until reinforcements are poured into our lines. All the same, Mr. Fortescue tells us nothing that an ordinary intelligence would not have suspected several months back, for half-an-hour's study of a physical map of the Dardanelles, and a small knowledge of Gallipoli and its history, and the Turks and their histories of defence, are points to convince one that the Gallipoli campaign was not so simple as a passage of rhetoric from a politician's speech implied to some minds. I do not think that Mr. Winston Churchill intended us to accept the implication of ease his words seemed to convey, for he was speaking figuratively; but many people took him literally, and the fact that Gallipoli suddenly presents itself as a hard problem has injured their optimism.

The facts about Gallipoli have not changed for the worse simply because people have come to recognise them as difficult. In these pages something has been said from time to time about the conditions of the peninsula, and what has been



MR. BEN TILLET AT THE FRONT: THE LABOUR LEADER WHO IS MAKING THE BRITISH WORKMAN REALISE THE GRAVITY OF THE WAR.

Mr. Ben Tillett has returned from a visit to the Continent, where he was received by the Generals at the front and President Poincaré. He is rousing the working classes to a sense of the vital gravity of the war. Both Lord Kitchener and Sir John French recently wrote him cordial letters.

said is simply borne out by Mr. Fortescue's despatch. The advance in this sphere must still go forward against very strong positions, very well held. But that has always been the case, and the commanders in Gallipoli have already shown that they have appreciated the fact and are grappling it in the most workmanlike manner. It remained for a certain type of mind at home not to appreciate this fact, and this type of mind is dangerous because it is febrile, and in its nervous excitement endeavours to make all other minds febrile. It is a mind that is not seeing this war whole, but is seeing it as a series of emotional shocks. It is not balanced; it is either violently elated (as it was in the beginning of the war, when the German was a bucolic being led away by a close study of Nietzsche) or violently depressed (as it is about now, when the German is a miracle of organisation and Germany inexhaustible beyond its logical population). War is not carried out as a series of dramatic and discomposing shocks. It is a consecutive fabric of battles and events, and to see war soundly we must not look at—and be overwhelmed by—to-day's battle, but we must look at yesterday's battle and anticipate tomorrow's, and see how all bear on the war. We must, indeed, see war whole.

Official despatches from Gallipoli should enable us to keep this in mind. Apart from the landing—a feat of arms so remarkable as to make it particular—the reports from General Sir Ian Hamilton have exhibited little that is emotionally dramatic. The reports invariably tell a story of hard and tedious fighting, carried out grimly. The last communiqué emphasises this. A battle was fought with great tenacity and spirit on the part of our men, and the net gain was one thousand yards of Turkish position. The result seems small until we examine the whole scheme of the fighting and recognise the conditions, and then we know how good is the gain.

The main plan of the attack on June 28 was to throw the Allied left forward, using a point

[Continued overleaf.]



LABOUR AT THE FRONT: MR. BEN TILLETT DURING THE VISIT WHICH HAS MADE HIM APPEAL FOR NATIONAL "BACKING UP."

"All wars are barbarities. This war is a Hell thrown in." In this phrase, Ben Tillett sums up his impressions of his experiences at the front, where he has been addressing the troops in impassioned and convincing terms. Despite the Hell, he has heard "no single whine or grumble, so far as the actualities of battle . . . are concerned," but he appeals eloquently for the "backing" of the nation, and in a

letter received by him from Sir John French, it is also said: "Our Armies are doing splendid work, and more men and more materials must be immediately forthcoming to back up the zeal and courage of our fighting forces." The appeal of the Labour leader, backed by the fact that he testifies of things which he has seen, is already bearing fruit and proving a real help to the cause of the nation.

south-east of Krithia as a pivot, and, after advancing for about half a mile, to establish a new line facing east on the ground thus gained. This plan entailed the capture of two lines of Turkish works east of the Saghir Dere, and five lines of trenches to the west of it. The plan in practice succeeded beyond the hope of its originators. After heavy bombardment, in which the French as well as the British artillery did excellently, and the battle-ships supported, a small but powerful and troublesome work called the Boomerang Redoubt, in the Saghir Dere, was carried in the course of a brilliant assault by the Border Regiment. Following this, three lines of works west of Saghir Dere were taken, and east of the ravine the Royal Scots accounted for two other lines, though the rest of the Brigade was checked. At 11.30 the Royal Fusiliers (leading their Brigade) went forward again to the west, and with great steadiness took two more lines of trenches. This was the limit of the plan, but the Gurkhas, still pressing forward under the cliffs, were able to capture an important knoll due west of Krithia. They fortified this, and held to it during the night. Apart from a small portion of trench to which the enemy clung, the attack had gained a solid advance all along the front to a depth of 1000 yards, and this gain was held in spite of counter-attacks thrust outward with great vigour. From the facts, the move is probably a flanking attempt, meant to get round the Turkish right as it extends towards the Ægean. It, no doubt, has for its objective the intention of linking up with the Australasian force at Gaba Tepe. The Australasian troops, indeed, co-operated during the fighting with a vigorous offensive. An advance

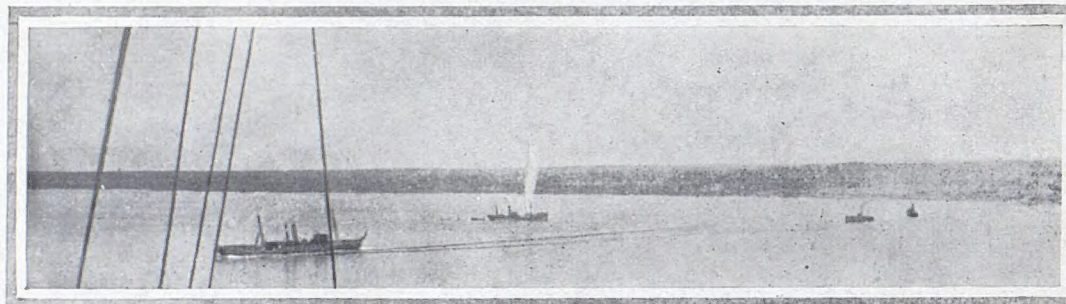
of some 700 yards was made, and the enemy's reserves in the ravines to the right centre were shelled by field-guns and the war-ships. A counter-attack by the enemy was dissipated by the same means, and the troops

were retired in good order when the purpose of the feint was accomplished. The entirety of the fighting was workmanlike, and the troops are praised by their commander.

The Germans in the east show a tendency to re-exhume an old idea of offensive, and they are going forward north of the Galician border across the Lublin area through Tomaszov, and towards Kholm, with the objective (though this is speculative) of reaching the big

military centre of Brest Litowsk. They have penetrated Poland some thirty miles north of the boundary. This may be another attempt at the first Austro-German plan to get behind Warsaw and break a way between the northern and southern Russian armies. It will be remembered that General Dankl made a like attempt in September of last year, and that his attempt ended disastrously: his defeat, in fact, was followed by the successful invasion of Galicia by the Russian armies. On the other hand, the attempt at offensive here may readily enough be a desire to straighten out the line which goes back at a sharp angle from the Bug. The Germans will certainly meet greater problems as they press their advance along this great line, for it is now perfectly obvious that the Russians are yet an unbeaten force, and that they are still capable of vigorous offensive when that offensive enables them to retire their line in security. For instance, the stern fighting upon the Dniester now shows itself to have been a holding

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A TURKISH SHELL FALLS CLOSE TO A TRAWLER IN MORTO BAY, AND SO PROVIDES FISH FOR BRITISH SAILORS: A PHOTOGRAPH FROM A BRITISH WAR-SHIP IN THE DARDANELLES.

Our correspondent writes: "A shot from an 8-inch howitzer fired from the Asiatic side, over us, fell close to a trawler in Morto Bay, fairly close to the shore. Result of shot: several fish killed by the shell. The trawler brought them over to us—the first fresh fish we'd had for months. On the left (in one photograph) is our Captain; on the right, Captain Henneage."



THE RESULT OF THE SHOT SHOWN IN THE OTHER PHOTOGRAPH ON THIS PAGE: FISH KILLED BY THE TURKISH SHELL.



THE "GIBRALTAR" CONFRONTING THE ALLIES IN GALLIPOLI: ACHI BABA AND THE ROUGH COUNTRY BEFORE IT; WITH TURKISH BARBED WIRE.

More than one great battle has been fought already for the possession of Achi Baba, towards which the Allies in Gallipoli are slowly, but surely, advancing. "The British and French line from the Ægean to the Dardanelles," writes Mr. Compton Mackenzie, "is confronted by rising ground that culminates in the centre with the flat summit of Achi Baba, 800 feet high. On either side the ground falls away to the sea in ravines and dry water-courses (*deres*), which the Turks have had time to make impregnable to any except those superb troops that are now fighting to pass over them. . . . We are now in the position of having to storm an immensely strong fortress . . . the glacis of which has to be crossed before we move forward to the assault upon the bastion of Achi Baba."—[Photo. by Alfieri.]

engagement of this type; thanks to it, the entire Slav force was able to fall back without grave harm. Still, the German advance continues, the Bug has been forced at Dobrotwor, and the line extends downward through Przemyslany, and is working the country between the Gnila Lipa and Narajow. It is right to say that this advance has not yet been checked to any pronounced degree, and that the possibilities are that Russia is still outweighed in guns and in Germany's abundance of ammunition. Still, as the days go on, the chances of the Austro-German force catching and crushing our Allies diminishes rather than grows, and until that final act is consummated the aggressive in the east has failed in its purpose, just as the aggressive that strove to catch and crush the Allies in the west failed in its purpose last August. The movement and the strategic intention are possibly similar. Russia is to be crushed while the French and British are held, just as, in August, the French and British were to be crushed as the Russians were held. This, or the peace position already suggested in these pages, should be the intention.

The campaign in the west has entered mainly into a vigorous defensive this week, since the Germans are striving to relieve the heavy pressure on their line by pushing forward a strong offensive at several points, but particularly in the Argonne. Here the Crown Prince's army, after heavy bombardment, has attacked the French lines about Bagatelle, striking at the Binarville Road and Blanleuil, a district north-west of Four de Paris. Here, thanks to the use of land-torpedoes, the first lines of the French works were battered out of utility, and, by launching heavy masses of troops—two divisions, or something like 30,000 men, being employed—the enemy was able to gain a foothold. Vigorous counter-attacks, however,



THE "U" BOAT'S PIRACY CHART: A GERMAN MAP OF "BRITISH SHIPPING SUNK BETWEEN FEBRUARY 18 AND MAY 18."

On this German newspaper-chart, special pains are taken to show where the "Lusitania" was sunk, the black spot being larger there, and a sinking ship being shown. According to the British official returns to May 18, 75 merchantmen of 300 tons and upwards, and 24 fishing-vessels, were sunk by submarines during the three months.

turned the tables in time, and the French state that they have driven the Germans back to such purpose that they have established themselves on a front some 220 yards distant from the damaged line. There is a tendency to magnify this affair into a new German offensive; but while the Galician adventure is still indecisive, a serious move in the west does not seem politic or likely. The probabilities are that this German vigour is a reasoned attempt to distract French forces from Alsace and Lorraine, where the Allied pressure must be causing anxiety. At Metzeral, ground won by the French to the east of the village has been lost and recaptured after fighting that must have been terrible. Again, on the Hilsenfirst, in the Vosges, positions carried by the Germans have been recaptured, and the enemy has given the final cachet of victory to the French here by admitting their reverse.

The Italian advance continues in systematic fashion, all the passes being secured deliberately in the settled course of our new Ally's strategy. While much work is being accomplished more or less anonymously on the Trentino border, rather more is being shown us about the fighting in the Carnic Alps and along the Isonzo. Artillery combats still prevail at Malborghetto and the Predil Pass, and the Italians claim good results. It is obvious, however, that the Austrian resistance is strengthening, and that the Italians have to fight sternly for every inch of advance. Still, the Italian pressure is admirably steady, and it is obvious that the military centres of Tolmino and Gorz are being menaced by an ever-increasing pressure. The rumour that Tolmino has fallen may be prophetic optimism, but it is a rumour that may resolve itself into hard fact at any moment. When Tolmino falls, Gorz follows, and the Austrians will

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TO PROTECT THE HEAD FROM SHRAPNEL: THE NEW FRENCH STEEL HELMET.

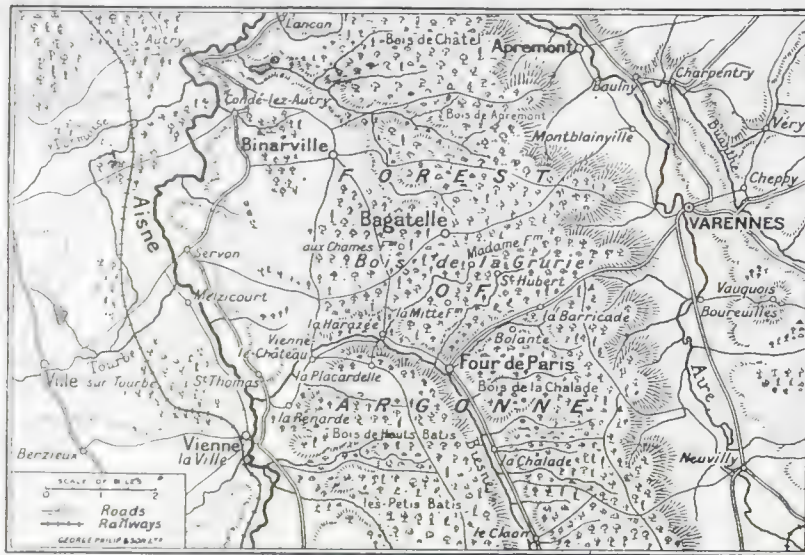
The French Army has recently adopted a light steel helmet to be worn by the troops as a protection against head-wounds, which, it was found, formed a large proportion of the casualties. Many of these wounds, caused by shell-splinters and shrapnel-balls, might have been prevented or much modified by a metal headpiece. The soldiers used to put improvised helmets on their *képis*, such as the lids of their

SOMEWHAT LIKE A MÆVAL PIKEMAN: A FRENCH SOLDIER IN A STEEL HELMET.

mess-bowls. Our photographs show the new official helmet, which resembles somewhat the head-piece of a mediæval pikeman. It is painted grey, of the same tint as a "75" gun, and bears in front a distinctive badge for various branches of the Army: for infantry of the line, a grenade; for chasseurs, a hunting-horn; for artillery, crossed guns, and so on.

have all they can do to save Trieste and their main communications to the sea.

This week we hear news of an action that is singular in this war: that is, a naval battle—or rather, two of them. Early in the week the German coastguard battle-ship *Siegfried*, four light cruisers, and several torpedo-boats shelled the Russian port of Windau, a town sixty miles north of Libau, which was captured by the Germans last May. There were some long-range exchanges, in which the Russian torpedo-boats and shore-batteries took part. The only damage done was to a German torpedo-boat, which struck a mine and was blown up. After fifteen minutes' firing, the Germans retired. The second fight was more ambitious. On Friday the Russian cruisers patrolling between Gothland and Windau encountered a light German squadron, and at once engaged. The weather was hazy, but in a running fight the Russians were able to wing what they declare was a cruiser, though the neutrals and the Germans state the vessel to be the mine-sweeper *Albatross*. This ship was damaged so badly that she was



WHERE THE FRENCH ARE MAKING A DETERMINED EFFORT TO BREAK THROUGH THE CROWN PRINCE'S ARMY, AND ARE BEING STUBBORNLY COUNTER-ATTACKED: THE ARGONNE REGION, WITH BAGATELLE, A SHOOTING LODGE, TWENTY MILES FROM VERDUN, WHERE THERE HAS BEEN INCESSANT FIGHTING WITH AERIAL TORPEDOES AND GRENADES.

forced to turn shorewards and run aground. Later, the German armoured-cruiser *Roon* was encountered, fired upon, and chased; she was joined by another cruiser, but both were forced to make off to escape damage. The latest news of Russian naval effort credits them with a magnificent stroke of success. Petrograd reports that on July 2 a submarine attacked and blew up a German battle-ship of the *Deutschland* class. This means that a 13,000-ton pre-Dreadnought battle-ship of 1906-8 building has been destroyed—a gain of great effect to the Allies.

The British part in the war seems to have resolved itself rather into a political than military endeavour for the time being. We are excessively busy at the present moment setting our house into proper organisation—a state of things a little startling after nearly a twelvemonth's participation in the war. Mr. Lloyd George appears to have developed a strong method in handling the munitions question, and there has come the inevitable clash between the military and the civil systems. We have also before us a measure of registration which is promised to organise us further, but which suffers, I rather fancy, from indeterminateness, and will probably be amended by criticism, if not killed by it. We want something firmly handled here or nothing at all, for what we are suffering from at the present time is vagueness of political intention. Still, this vigorous political examination of the conscience is good. It means that Parliament has at last followed the country, and has discovered that a war is on, and that it must be fought with every sinew of organisation and power.

LONDON: JULY 5, 1915.

W. DOUGLAS NEWTON.



WHERE THE ALLIES ARE ONLY ABLE TO GAIN GROUND BY DIRECT FRONTAL ATTACK AGAINST THE TURKISH TRENCHES ALONG RAVINES AND HILL-CRESTS: THE DARDANELLES BATTLEFIELD, SHOWING THE MAIN POSITION FACING ACHI BABA HEIGHTS AND THE GABA TEPE LINE OF ADVANCE.



FIRE BY THE RUSSIANS DURING THEIR RETREAT IN GALICIA: THE OIL-FIELD AT BORYSLAV AS LEFT BY THE ENEMY.

Oil is of such value to the enemy for military purposes that the Russians were compelled to destroy by fire the Galician oil-wells in places which they evacuated. In our issue of June 23, it may be recalled, we gave a vivid illustration of such a scene of destruction drawn by Mr. H. C. Seppings Wright, the Special Artist of the "Illustrated London News" with the Russians in Galicia. It is interesting to

compare with his drawing the above photograph of the burning of the petroleum and paraffin beds at Boryslav, a place some seven miles from Drohobycz and a little over twenty miles from Stryj. The Galician oil-field extends over 220 miles along the northern slopes of the Carpathians. The flames and smoke from the wells fired rose in huge columns hundreds of feet high.—[Photo. by Topical.]



TROOPS SAID TO HAVE BEEN RECALLED TO FACE THE ITALIAN ATTACK: TYROLESE MOUNTED RIFLES PURSUING RUSSIANS IN GALICIA.

The Tyrol furnishes its separate contingent to the Austrian Army. To the "first line" army the Tyrol contributes 45 "Tyrolean infantry" battalions with 12 mountain and "narrow-gauge" field batteries for service on mountain roads. To the Austrian Landwehr it contributes 10 infantry battalions and several squadrons of "Tyrolean Mounted Rifles," one of which we see above, serving in Galicia. The

Tyrolean Mounted Rifles, as a Landwehr force, do not exist as units in peace time except on paper. They wear brown uniforms with grey caps—sporting an eagle feather at the side—and grey breeches with dragoon boots. In all the Tyrolean regiments, regular and Landwehr alike, green facings and trouser-stripes distinguish them from other Austrian national contingents.—[Photo by Topical.]



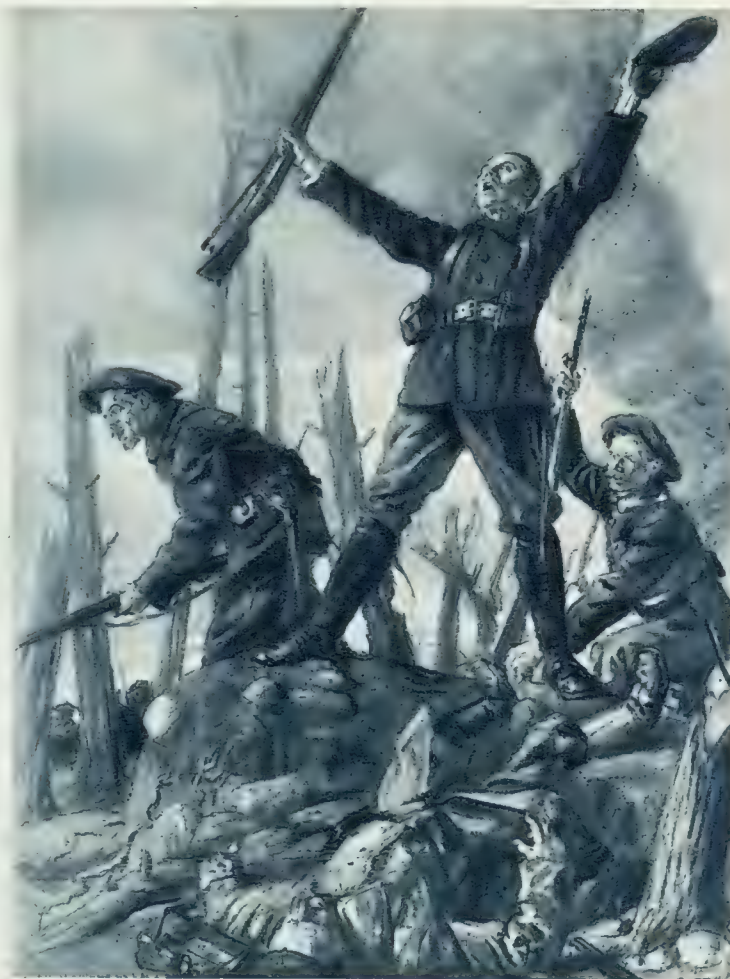
THE RUSSIAN RETREAT IN GALICIA: A GERMAN PURSUING COLUMN ADVANCING ON THE OUTSKIRTS OF THE CARPATHIANS.

One of the German columns operating in Southern Galicia is seen here moving forward in pursuit of the retreating Russians, along one of the magnificent Imperial Highways of Austria. The Austrian main roads leading to the eastern frontier have been specially widened and reconstructed during the past few years at immense cost to the Imperial exchequer, to permit of the rapid passage of troops, as

part of the general scheme of defence against the dreaded Russian invasion of Hungary which for years had been the nightmare of the Austrian General Staff. The entire defensive system of the eastern side of the Austrian Empire was remodelled since 1909. The district, with its well-cultivated fields, is typical of the country which fringes the foothills of the outer Carpathians. — [Photo. by St. Stephen's Bureau.]



TILING A COMRADE'S GRAVE: MEN OF THE FRENCH NAVAL BRIGADE AT NIEUPORT.
The French Naval Brigade are showing in Flanders the care and reverence for the resting-places of their dead which are so conspicuous in their daily life in Brittany. As their women-folk collect beautiful shells to decorate the "home" graves, so the fighting-men here seen sought in the ruined houses of Nieuport tiles to place on the grave of a comrade; and brought flowers, a crucifix, and figure of a saint.



THE TRIUMPH OF HARTMANNSWEILERKOPF: ON THE SUMMIT OF THE WELL-WON HEIGHT.
Few incidents of the Great War fire the imagination more than the capture of the Hartmannsweilerkopf Height by the French, on March 26. The French Eye-Witness said: "The bombardment lasted four hours and a quarter . . . Our infantry dashed forward and ten minutes later were on the summit; and on the crest one of our men, scorning the German bullets, waved a flag." Here is a kindred incident.—[Drawn by Lucien Jonas.]



BLACK RAIN AFTER THE BURNING OF A GALICIAN OIL-FIELD! A SOOT-COATED RUSSIAN REAR-GUARD; REFUGEES; AND ANIMALS.

To prevent the Germans utilising the immense petrol supplies of the Galician oil-fields, the Russians set the wells and tanks ablaze, as their retreat eastward proceeded. The heavy black smoke clouds, rolling densely over the ground before the prevailing westerly wind, assisted the Russians further by creating a screen under cover of which the retirement was effected. It rained heavily throughout the retreat, and

the sooty, clinging smoke-fog coated one and all with a grimy film, soldiers and refugees. It was like a pilgrimage of sweeps. The white ducks and fowls in our illustration turned to the colour seen the ink-black dog in the centre foreground had been white all his life until that day!—[Drawn by H. C. Seppings-Wright, "Illustrated London News" Artist with the Russians.]

Little Lives of Great Men: XXV.—Sir Edward Grey.

THE man who has held in his hand the weightiest destinies of history, and who last August passed through an unexampled ordeal of responsibility, did not seem, in his earlier days, to be marked out by Fate for any such career. Edward Grey was born in 1862, and is the son of Captain George Henry Grey. He succeeded his grandfather as third Baronet in 1882. Educated at Winchester and Balliol College, Oxford, the present Foreign Secretary was more athlete than politician; he was devoted to the life of a country gentleman, and distinguished himself as an amateur champion tennis player. These characteristics he maintained during his first years in the House of Commons, which he entered in 1885 as Liberal Member for Berwick-upon-Tweed. His interest in politics was not intense in those days, but in Imperial views he was a disciple of Lord Rosebery, and in the Liberal Government of 1892-95 he served as Under-Secretary for Foreign Affairs. Here, in a very quiet way, he made his mark, and became known to the leaders of his party as a politician of thorough integrity and character, who would maintain British interests irrespective of party. Sir Edward's talents, developing slowly but surely, won him at length the name of a very able Imperialist of the Rosebery school—in fact, he shared with Mr. Asquith the reputation of being the ablest of that persuasion. During his first experience of office he had not any very great opportunity in his department, but he was looked upon as a man to trust and one who would be indispensable to any future Liberal Administration. He retained this confidence during the ten years of Liberal Opposition from 1895



THE RIGHT HON. SIR EDWARD GREY, K.G., P.C., SECRETARY
OF STATE FOR FOREIGN AFFAIRS.

Photograph by H. Walter Barnett.

to 1905, a period of comparative calm in foreign politics, and when Sir Henry Campbell-Bannerman came into power Sir Edward Grey's appointment to the Foreign Secretaryship was inevitable. Under Mr. Asquith he retained his post. As the years passed his talents came more and more into evidence, and circumstances completed his training in a remarkable way. The Conference of London that followed

the first Balkan War threw a great responsibility upon the Foreign Secretary, and if the result was inconclusive, that was due to external considerations and not to the British Minister's handling of affairs. When, in July of last

year, the European war-cloud arose, Sir Edward toiled till the eleventh hour to maintain peace. The history of his efforts is already well known, and it proves how heroically he shouldered the titanic burden. But tact and skill could do nothing against an unscrupulous Power, resolved for forty years on aggressive war, and now convinced that the moment had come to strike. On Aug. 3 Sir Edward Grey made his memorable statement to the House of Commons. Later, the Premier reviewed the long negotiations, and exposed to a startled House the last insolent manoeuvre of German infamy—the offer of an unrighteous bargain, which would keep the peace for Britain at the cost of France betrayed. Sir Edward had already let the Wilhelmstrasse know that gentlemen did not do these things. From that moment there was no turning back; a few feeble and negligible dissentients protested, but the Empire knew that Grey's lead was sound. The whole world backed his principles. The Dominions sprang to arms. Through all the days since then Sir Edward has kept the confidence of the nation, and during the late political crisis there was never a moment's thought of any change in the office of Foreign Secretary.



CHANGING OVER THE PATROL WHILE DESTROYERS ARE ON THE MOVE: A MOTOR-BOAT IN A CONFUSION OF WASH.

Our artist writes: "Among the excitements provided for the yachting man who is serving with the R.N.M.B.R. is the turning over of patrols. It happens at times that the duty of the motor-boat coincides with the arrival and departure of destroyers, or other fast craft, coming in and out of port. Then the sea between the rapidly moving vessels is a boiling jumble of steep, confused waves caused by the wash

of the destroyers. The motor-boat drops in for a dusting; it is deluged. The experience is, however, of short duration; by the time the officers have saluted, the destroyers have rushed past. The crew then go below to collect the broken crockery which ought to have been stowed away, but seldom is"—such is the perversity of fate and the frailty of human nature!



ONE OF FRANCE'S NEW SUPER-DREADNOUGHTS NOW SERVING WITH THE FLEET AT SEA: THE BATTLE-SHIP "PARIS."

The "Paris" and her sister-ship, the "France," are the two latest of the modern French battle-ships in commission. They are of the super-Dreadnought type, and others of the same class preceded them afloat, making up a very powerful squadron by themselves. All at this moment are doing their share in the blockade of the enemy fleets, or at the Dardanelles. They are 21-knot ships. The "Paris" is

of 23,800 tons displacement; has 11-inch steel armour on her sides; and carries twelve 12-inch guns as her main armament (eight firing directly ahead or astern, or ten on either broadside), with a powerful secondary anti-torpedo-craft battery of 5.5-inch guns. She was launched in 1911, and her building cost over two and a-half millions sterling. The French 12-inch gun fires a projectile of 970 lb.



WITH THE ENEMY AT THE DARDANELLES: A GERMAN DRAWING OF A TURKISH FIELD-ARTILLERY OBSERVATION-POST ON THE COAST.

Under German tuition, the Turks have rendered the Dardanelles coast-defences immensely strong. Describing the situation from the Turkish point of view, Mr. Granville Fortescue, the well-known American correspondent, writes: "I am tempted to classify the whole coast as one great fortress. For such it is. Since March 18 every position that offered a field of fire in the least suitable has been

turned into a battery. The banks of the Straits bristle with guns. Artillery of large calibre, excepting the movable howitzers, is absent in these new defences, but they are armed with an uncounted number of small guns." The above drawing, from a German paper, shows a Turkish field-battery in action and the observation-station, with one officer working a range-finder, and another telephoning to the battery.



OUR GALLANT ALLIES IN THE GALLIPOLI TRENCH-WARFARE: FRENCH TROOPS AND THEIR DIGGING OPERATIONS ON TURKISH SOIL.

It has been pointed out more than once in official reports of the operations in the Gallipoli Peninsula that the situation has developed into trench-warfare, with its "slow, methodical" means of progress. The above photographs afford evidence of the fact, and illustrate the effective trench-work of the French and their Colonial troops. No. 1 shows part of a well-constructed trench; No. 2, A French regiment

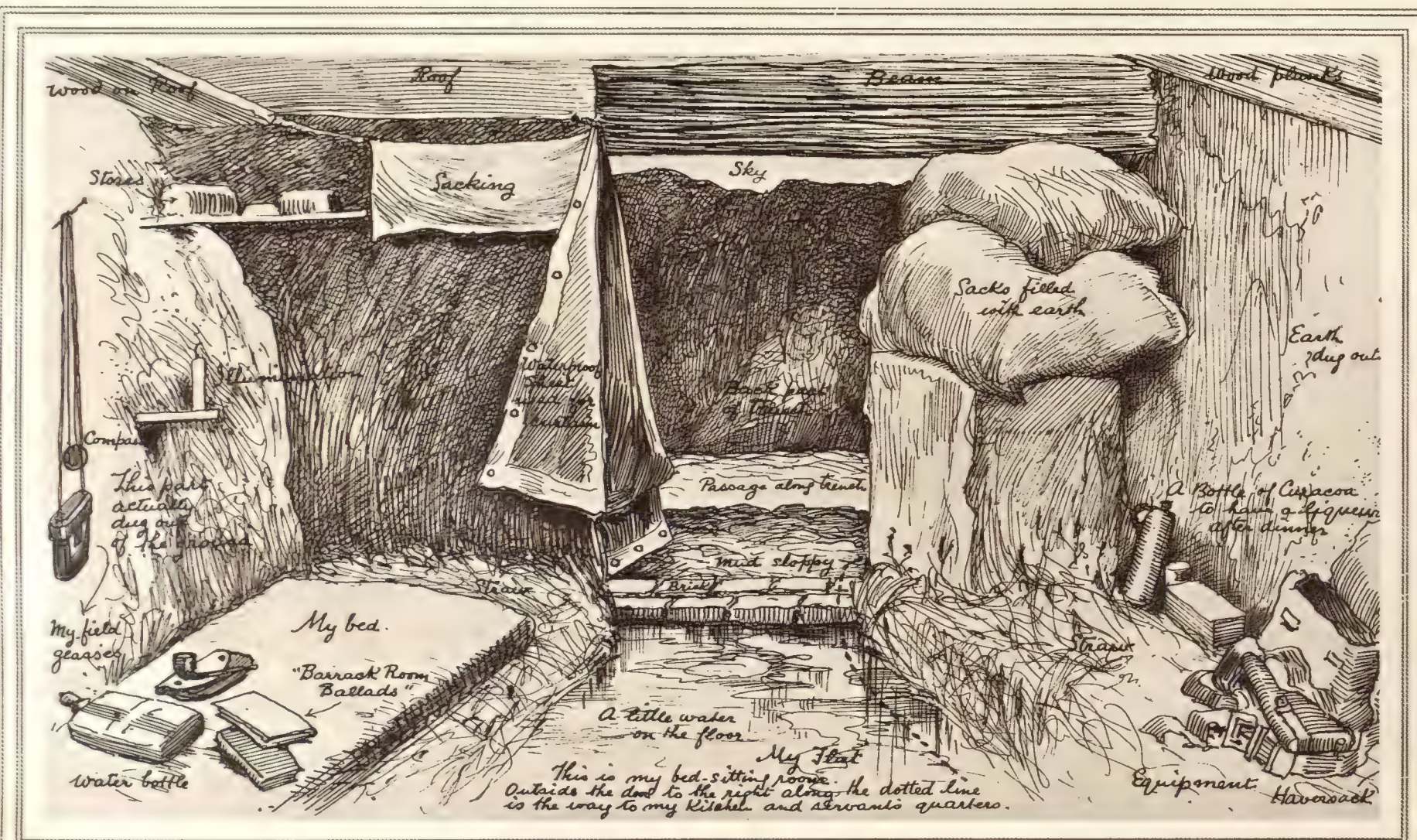
resting in a plain above Morto Bay; No. 3, French and Senegalese soldiers digging trenches; No. 4, French Colonials in a trench. An official *communiqué* published on July 1 said: "The French troops... have occupied several more trenches and dug saps connecting the conquered works with the lines previously held. Several enemy counter-attacks have been repulsed. . . . The enemy losses are heavy."



ONE OF THE SURPRISE-NOVELTIES OF THE NAVAL WAR: THE SEAPLANE CARRIER AND DEPÔT-SHIP "ARK ROYAL."

The "Ark Royal's" début at sea has been one of the naval surprises of the war. Her allotted duty is to act as seaplane-base and carrier, for which special service she has been completely fitted and equipped throughout. In appearance, as the illustration suggests, the ship resembles an ordinary oil-tanker or a certain type of cargo-boat rather than a vessel of the Royal Navy, in which she is

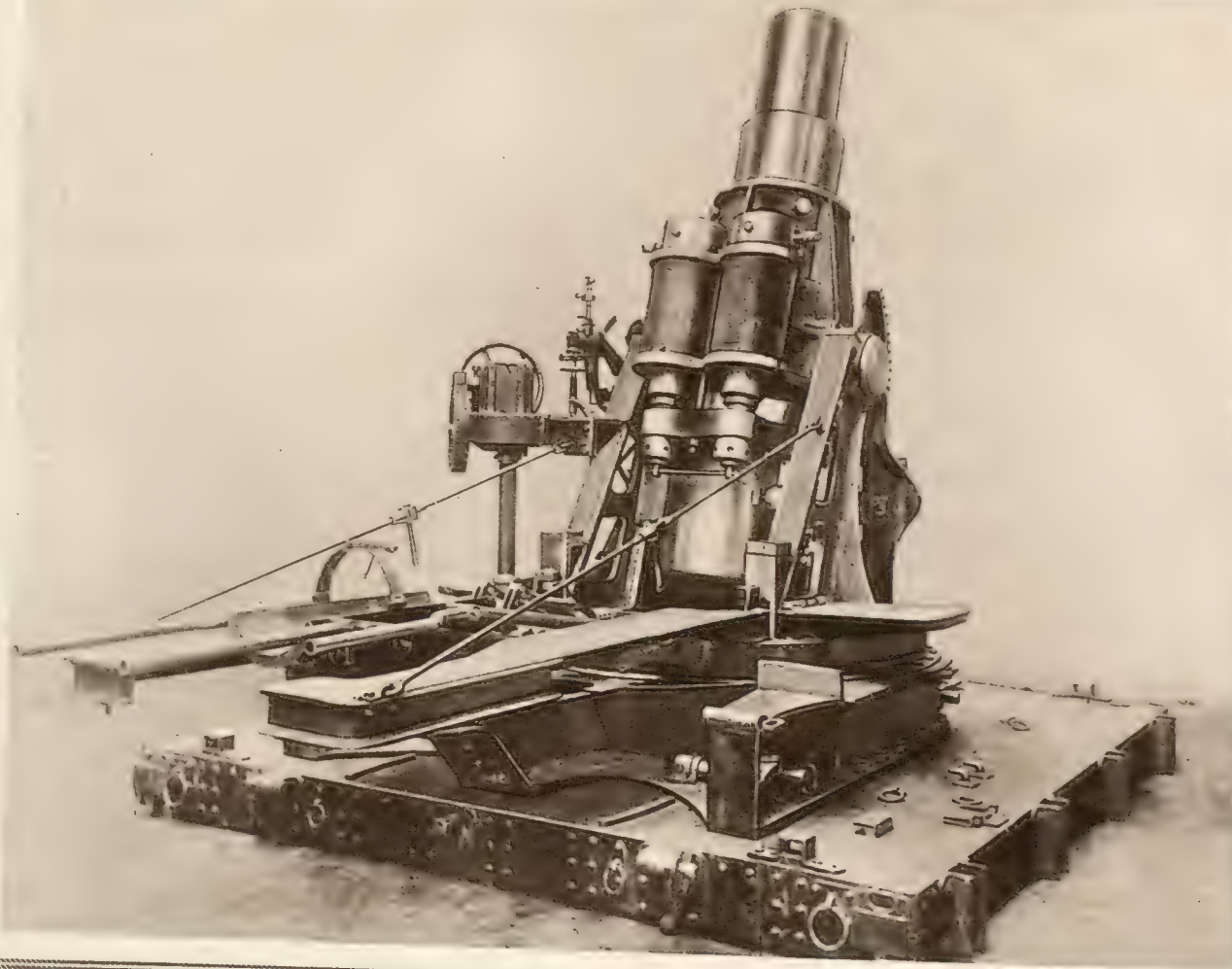
classed as a "Fleet Auxiliary." The resuscitation, after three and a-quarter centuries, of one of the most famous man-o'-war names in English history in this particular ship is incidentally interesting. There has been only one "Ark Royal" in the Navy before, the pride of Queen Elizabeth's Navy, the celebrated flag-ship which victoriously led our fleet against the Spanish Armada.—[Photo. by Cribb.]



A FLAT IN MUD MANSIONS, THE PARADE, FRANCE: A BRITISH OFFICER'S DUG-OUT—FROM A SKETCH BY HIMSELF.

There is a saying in the West Country (or does it emanate from Ireland?) to the effect that "if you can't take it aisy, take it as aisy as you can." This sound philosophy would seem to be the guiding principle of life in the trenches and in the dug-outs with which they are punctuated at intervals. Life is certainly not easy there, but by the exercise of ingenuity, good-humour, and orderliness, a certain

measure of comparative comfort can be attained. Our drawing shows the interior of a British officer's dug-out, to which he refers as "my flat," at No. 1, Mud Mansions, the Parade, France. The lettering on it indicates the arrangement of the owner's furniture and effects. It may be noted that a copy of Kipling's "Barrack-Room Ballads" is lying on the bed.



THE FAMOUS SKODA 17-INCH, WITH 2800-LB. SHELL, SHOWN IN DETAIL: AN AUSTRIAN 42-CM. HOWITZER ON ITS FIRING-BED.

It is not often that one gets a chance of seeing one of the notorious Austrian 42 cm. (17-inch) howitzers so to speak, in full dress, completely equipped for firing, and ready mounted on its concrete bed. The illustration above shows that, representing one of the tremendous Skoda shell guns Generals Mackensen and Linsingen are employing in Galicia. The monster ordnance have to be transported, where railways

are not available, in sections, owing to the heavy weights, on specially constructed motor-lorries of huge dimensions, five being required for the gigantic gun-barrel, the recoil-cylinders and breech-mechanism gear, the solid gun-carriage, and the iron-framed concrete bed which takes to pieces and is packed in sections. Special transport is also provided for the howitzer's 2800-lb. shells.—[Photo. by C.N.]



AS A SPECIAL BRANCH, NOT MERELY A DETAIL OF A REGIMENT: A GERMAN MACHINE-GUN "BATTERY."

The Germans have not only machine-guns attached to regiments, but "batteries" of machine-guns as a mobile force of itself. They had the foresight before the war to reorganise their machine-gun service, and make it a separate co-operating force instead of merely an adjunct to infantry battalions. The overwhelming strength of the German Army in machine-guns was emphasised by Mr. Lloyd George in intro-

ducing the Munitions Bill. "These," he said, "have proved to be about the most formidable weapons in the war." Under German tuition, the Turks in Gallipoli are also making great use of machine-guns. They are (to quote a recent Reuter message) "the Alpha and Omega of the Turkish defence. Were both sides deprived of them, the campaign would be as good as won."—[Photo, by Underwood and Underwood.]



ARTILLERY TO HELP SERBIA TO HOLD HER OWN AGAINST THE AUSTRIAN ATTACKS: A POSITION-GUN ON THE MARCH.

This is one of the heavy position-guns, which are likely to render invaluable aid to the Serbians in their Austrian campaign, being laboriously dragged by a team of oxen, the customary beasts of draught for heavy transport in South-Eastern Europe, along a typical Serbian highway. Comparatively little has been heard in England for some time of the doings of the Serbians, but after a prolonged period of

quiescence following the overthrow of the Austrian invading army at the end of last year, due to the exhaustion of the country, and the appalling ravages of epidemic disease, coupled with the expectation of another Austrian invasion, repeatedly threatened, King Peter's brave army has again taken the field in force. It is now operating in Albania.—[Photo. by Topical.]



A GALLANT DEED BY THE CANADIANS: CHARGING GERMAN TRENCHES UNDER THE FIRE OF MACHINE-GUNS, WEAPONS W

The Canadian troops have greatly distinguished themselves in the recent fighting in Flanders. One of their most brilliant exploits was an attack on a German position known as "the Orchard," which was very strongly held. Three platoons of the 16th Battalion—mostly men from Vancouver—advanced to the assault, charging out from their lines into the open. They soon came under a heavy fire from machine-guns and rifles, from several directions, but, in spite of severe losses, they never wavered. Another fine attack was made upon a German redoubt constructed at a

point
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GUNS, WEAPONS WHICH HAVE BEEN CALLED THE "ALPHA AND OMEGA" OF THE ENEMY DEFENCE.—DRAWN BY R. CATON WOODVILLE.

the Orchard,"
came under
constructed at a

point where several trenches met. Here, too, the Canadians, who were accompanied by grenade-throwers, met a strong fire from machine-guns, but they reached the enemy's front trench, and drove the Germans along it for 400 yards. Then they erected a barricade and repulsed counter-attacks, holding the position stubbornly under heavy shell-fire. Again, at Givenchy, during the operations near Festubert, the Canadians, by a gallant charge, succeeded in reaching a first-line German trench, strongly defended by machine-guns in two redoubts, one at each end of the trench.



FATE'S GRIM HUMOUR: A DEAD GERMAN OFFICER, HAULED INTO BRITISH TRENCHES BY A GRAPNEL TO BE SEARCHED FOR IMPORTANT

The irony of fate is a quality so often displayed that it has become proverbial, but the incident here illustrated would seem to indicate something more than irony—a grim sense of humour. The sketches from which the drawings were made reached us with the following note: "‘Somewhere in France’ a Hun of some importance was lying dead some yards away from a trench. The illustration shows the contrivance made

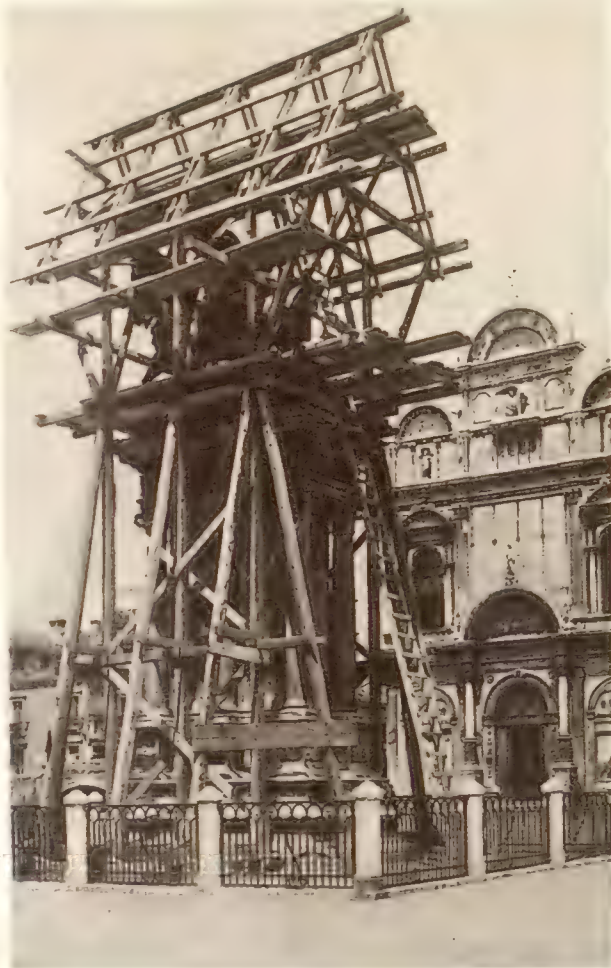
to get him, as it was supposed he might have some important papers on him." The contrivance consisted of a grapnel on the end of a rope. In the left-hand drawing we see it being thrown out of the British trench towards the body, and in the centre the body is shown being drawn into the trench. On the right is illustrated the result of the search of the dead man's pockets. In them had been found nothing more



DOCUMENTS, PROVIDES A SURPRISE FOR OUR MEN, WHO FIND UPON HIM ONLY A PAPER INSCRIBED "GOTT STRAFE ENGLAND!"

enlightening as to the dispositions of the enemy's forces than a paper bearing the familiar expression of German Anglophobia: "Gott strafe England!" In this connection it may be interesting to recall that this German shibboleth has recently, in some quarters, been replaced by another, consisting of the single word, "Hidekk." The latter is not to be found in any German dictionary, but, like the word "cabal," is formed

of the initial letters of a number of words; in this case not a list of names, but a sentence. The sentence in German runs: "Hauptsache ist dass England Keule kriegt," which may be interpreted: "The main thing is that England gets a good hiding." It is said that "Hidekk" (which bears an unfortunate resemblance to "headache") is the new toast when Germans drink each other's health.—[Drawn by A. C. Michael.]



VENICE PROTECTING HERSELF FROM AIRCRAFT : THE COLLEONI STATUE "BOMB-PROOFED."

Immediately war broke out with Austria, the Venetian authorities arranged for safeguarding the monuments and artistic treasures of the city against aerial bombardment. An air-attack was, indeed, attempted at once, but proved harmless. We illustrate here, and on the opposite page, how some of Venice's priceless possessions are protected. To the left is seen the framework of the bomb-proof housing

BOMB-PROOFING VENICE'S MONUMENTS AGAINST AUSTRIAN AIRCRAFT : THE DOGES' PALACE.

over Verrochio's famed equestrian statue of Bartolommeo Colleoni, the great Venetian General of the fifteenth century, in the centre of the Campo di S.S. Giovanni and Paulo, of which Ruskin wrote : "I do not believe there is a more glorious work of sculpture in the world." To the right are seen the bricked-in portico and sculptured columns of the Porta della Carta of the Doges' Palace.



BOMB-PROOFING ST. MARK'S, VENICE, AGAINST AIRCRAFT : SAND-BAGS IN NAVE AND AISLES.

For the safeguarding of the cathedral church of St. Mark every possible precaution is being taken both as to the inside and the outside of the matchless edifice. The roof is covered in by stoutly constructed pyramid-shaped outer casings which form an overhead shield to the entire building, and are rendered fireproof and of a thickness considered sufficient to prevent the entrance of any dropped projectile. The

ST MARK'S, VENICE, PROTECTED AGAINST AIRCRAFT : PART OF THE BUILT-IN FAÇADE.

nave, aisles, and transepts within, and the bronze-work and marble pillars, the carved and gilded wood-work, and the sacred statuary are mantled round with piled-up sand-bags. Brickwork and sand-bag screens are built up along the exterior to protect the sculptured façade and the main portal and vestibule. The bronze horses of St. Mark have been removed and placed in an underground vault.



THE REMARKABLE WAR-TRAINING OF ITALY'S HORSEMEN: A TEST OF NERVE.

The Italian Army, from a natural cause—the deficiency of the horse-supply in the country—is proportionately weaker in numbers in regard to its cavalry force than in any other of the military establishments. Financial considerations have hitherto precluded any permanent increase in the remount department being carried out on an adequate scale by means of foreign purchases. To make up for the



THE WAR-TRAINING OF ITALY'S HORSEMEN: AN EXTRAORDINARY TEST OF SUREFOOTEDNESS.

weakness in the mounted arm, a special system of equitation and training, aiming at the highest possible efficiency in both rider and horse, has for years been adopted. It has produced a school of horsemanship second to none probably in all-round adaptability. Equine gymnastics is one of the methods employed, and our illustrations above show to what extent the gymnastic tuition sometimes goes.—[Photos. by Lucchesi.]



THE "GYMNASTIC" WAR-TRAINING OF ITALY'S HORSEMEN: A GREAT JUMPING TEST AT THE CAVALRY SCHOOL OF TOR DI QUINTO, NEAR ROME.

We illustrate above another of the training-exercises of the Italian cavalry. The horsemen shown on this page, and on that opposite, belong to the 19th (Guides) Regiment, and the photographs were taken on the instruction-ground of the Cavalry School of Tor di Quinto, near Rome. We in England have seen something of the results of Italian horsemanship training in the daring feats performed by the Italian

cavalry representatives at the annual International Horse Show at Olympia, which was one of the most attractive features of the London Season in the days before the war. Yet the Italian officers competing were only typical of the cavalymen to be seen at any cavalry station in Italy. Incidentally, it may be added, the Irish-bred horse is regarded in Italy as the ideal cavalry mount.—[Photo, by Cicala.]



JUST LIKE MEDIAEVAL "BOMBARDS": RUSSIAN TRENCH MORTARS USED IN POLAND.

These guns are described, in the German paper from which we reproduce the above illustration, as "captured Russian bomb-throwers." They are palpably hastily turned-out trench-mortars, apparently constructed as makeshifts during the Polish campaign to counteract the German *Minenwerfer*, the first appearance of which in Flanders both took the French and ourselves by surprise. Their resemblance to mediaeval "bombards" is noteworthy.



LEADING THE GERMANS IN SOUTH GALICIA: GENERAL VON LINSINGEN.

General Alexander von Linsingen is at the head of the German army in Southern Galicia, von Mackensen being in charge of that in Northern Galicia. He is sixty-five, a Hanoverian, and before the war commanded the Second Army Corps stationed at Stettin. All his service has been in the infantry.



THE SCENE OF A DASHING AND BRILLIANTLY SUCCESSFUL SURPRISE-ATTACK BY THE ITALIANS: THE STELVIO PASS INTO TYROL.

The Stelvio Pass, which crosses the Alps at the point where the frontiers of Austria, Switzerland, and Italy meet, the road through it leading directly from Italy to Bozen, in Tyrol, was the scene of a brilliant and successful attack by the Italians in the first days of the war with Austria. The Austrians had not anticipated that the snow in the pass would melt sufficiently to render the road available till

the middle of June, the normal date for the Stelvio becoming open. The unusual heat of the last weeks of May, however, rendered the pass clear by the end of the month, whereupon, on June 3, an Italian force with powerful artillery, surprised the Austrian garrison at Ferdinandshöhe, at the summit of the pass, and seized the position, which commands an important road to Trent.



A FINE PHOTOGRAPH OF A MODERN BATTLEFIELD NEAR ARRAS: CARENCEY—A GENERAL VIEW FROM THE NEIGHBOURING WOOD.

The capture of Carencey was one of the finest exploits of the French under General Foch in their great offensive north of Arras, and followed directly upon the storming of the fort and chapel of Notre Dame de Lorette. From Carencey they went on to attack Souchez, further east in the direction of Lens. Carencey and the wood north of the village (on Hill 125) were carried by assault on the night of May 12.

"The German garrison holding the village and the wood," said the official French account, "comprised a battalion of the 109th Regiment of Infantry, a battalion of the 136th Regiment, a battalion of Bavarian Chasseurs, and six companies of Pioneers, each 300 strong. Each of these units had made of Carencey and of the wood (Hill 125) a formidable redoubt."—[Photo. by Alfieri.]



WHERE THE FRENCH BAYONETED HUNDREDS OF GERMANS, IN "A LABYRINTH OF BLOCKHOUSES AND TRENCHES": CARENCY—THE PRINCIPAL STREET.

The Germans in Carency did not yield without a struggle. "Although greatly diminished by their losses of the preceding days," says the official French account, "the Germans throughout the night offered a desperate resistance to our attack in their labyrinth of blockhouses and trenches. The resistance was broken, and at dawn we were completely masters of the position. Our troops killed hundreds of Germans

with the bayonet, and made 1050 prisoners, including 30 officers. . . . The capture of Carency has resulted in the falling into our hands of much material of which it has not yet been possible to make a complete record. It includes two 77 mm. guns, one 105 mm. mortar, two 21 cm. mortars, 12 trench-mortars, a number of machine-guns, rifles, and stores of shells and cartridges."—[Photo. by Alferi.]

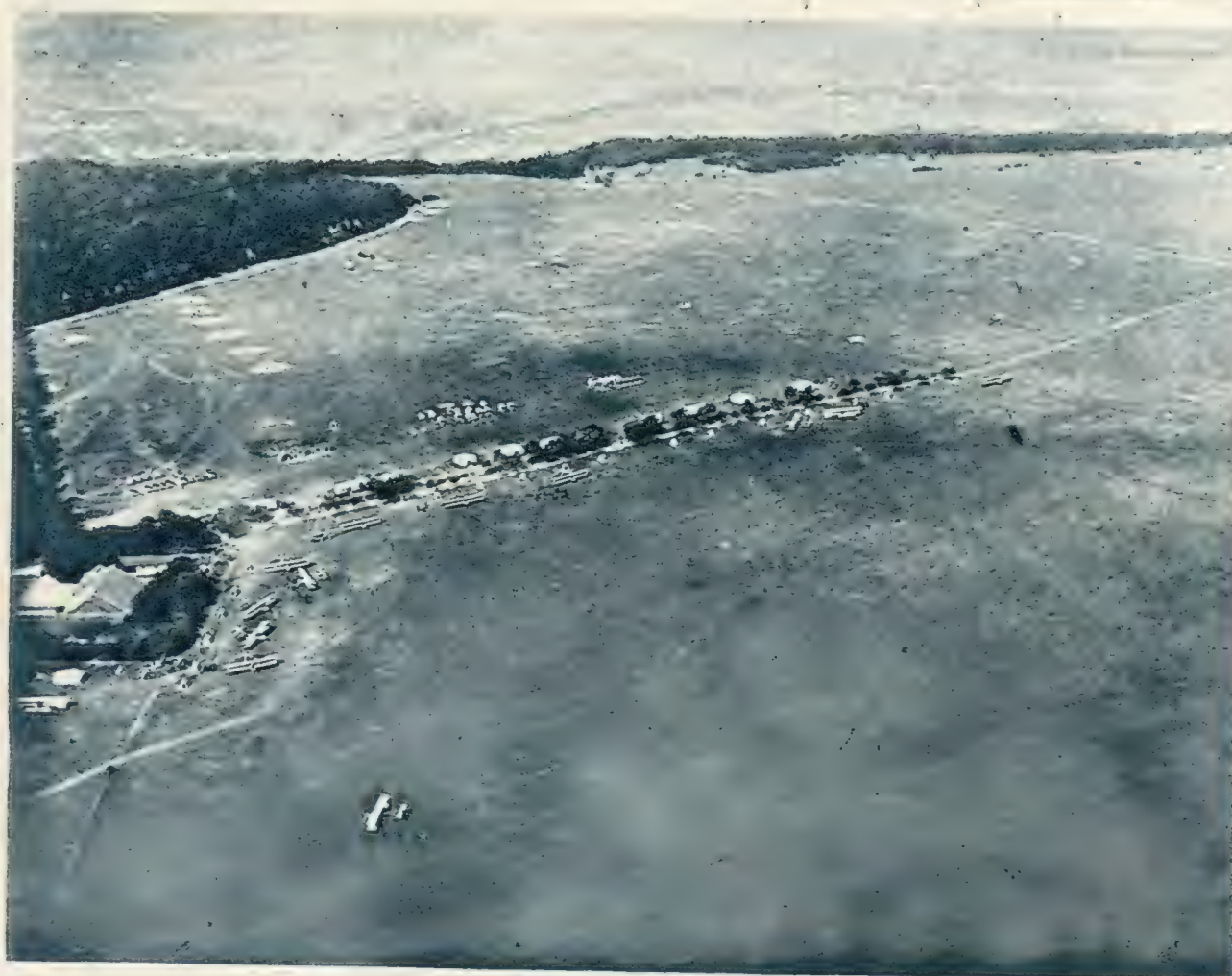


PHOTOGRAPHED DURING THE AIR-RAID ON KARLSRUHE (JUNE 15): THE CITY—FROM ONE OF THE AEROPLANES—SHOWING FIRES BREAKING OUT.

These remarkable photographs were taken during and after the great air-raid on Karlsruhe on June 15. An official Paris *communiqué* of the same night stated: "As a reprisal for the bombardment by the Germans of open French and British towns, orders were given to bombard this morning the capital of the Grand Duchy of Baden. At 3 a.m., 23 aeroplanes left for Karlsruhe, and, in spite of a northerly

wind, they arrived over the city between 5.50 and 6 a.m. They dropped 130 projectiles of 90 and 155 millimetres on the points indicated to them, notably on the Castle, the arms factory, and the railway station. Many fires were seen to break out while the aeroplanes were hovering over the town. A great panic was observed in the station, whence trains were despatched in all haste towards the east.

(Continued opposite.)



Continued. THE GREAT FRENCH AIR-RAID ON KARLSRUHE: THE AIRMEN'S RETURN TO CAMP AFTER THEIR EXPLOIT, PHOTOGRAPHED FROM ABOVE.

The aeroplanes were vigorously bombarded on the outward journey at Zabern, Strasburg, Rastatt, and Karlsruhe, and on returning at Blamont, Pfalzburg, and Saverne. All the airmen returned safely except two." A French paper, in a description of the raid, says: "Already they descry Karlsruhe. A moment later began the stupefying bombardment. Numerous patches of white smoke rose from the city, in-

dicating points where bombs exploded and the beginnings of fires. This was about all one could see from a height of some 2000 metres (6500 feet), beyond the fine spectacle of this French force performing orderly evolutions a long way over hostile territory." In the photograph of Karlsruhe some of these patches can be seen, near the Castle (in the left-hand top-corner), from which avenues radiate.

HOW IT WORKS: XXV.—WIRELESS TELEGRAPHY.

WIRELESS telegraphy is, as its name implies, a system by means of which messages in the Morse code are transmitted through space without any connection between the sending and receiving devices other than that provided by the atmosphere.

Although there are several systems in use, the broad principle employed is the same in every case, that principle being the disturbance, by means of electricity, at the sending instrument of the "ether" surrounding all terrestrial bodies, the waves created by the disturbance radiating into space in all directions, and their influence causing corresponding electrical disturbances in the receiving instrument.

The Marconi system, the invention of Signor Guglielmo Marconi—whose preliminary experiments were made as recently as 1895—is the best known in this country, though the Telefunken system is more commonly used in Germany.

The working of the Marconi system may be described in its simplest form as follows: The transmitter (Fig. 1), or sending-instrument, group consists of a battery—or dynamo for heavy-power work—to produce the necessary electric current; an induction-coil to transform the low-tension battery current into a high-tension alternating current; a radiator provided with a spark-gap and with extension wires from its terminals, one wire of which is carried upwards to form an "aerial," and the other to a plate in the earth. The surging backwards and forwards of electric currents in these wires, controlled by a sending key or switch, produces the waves in the surrounding "ether."

The receiving instrument (Fig. 2) consists of a "coherer," which has an aerial and an earth wire attached, and also a recorder.

The action of the device is as follows: In sending a message, the operator, by pressing the sending key, allows an electric current to pass from the battery through the primary winding of the induction coil, the result being that a high-tension current is caused to flow to the radiator from the secondary winding, and a series of sparks passes between the ball terminals of the radiator, electric currents surging to and fro in the aerial wire. The effect of this is to disturb the ether surrounding the instrument, and, as a consequence, to cause waves to radiate into space in all directions.

When these ether waves come in contact with the "coherer" in the receiving group of instruments, their effect is to cause the metal filings with which the coherer is filled to adhere to one another, and in that way to couple up electrically the recording instrument during the passage of the wave. The current actuates a Morse indicator or other similar device. In this way the movements of the sending key on the transmitter are recorded at the receiving instrument, and by means of the Morse code any desired message may be transmitted. As the waves pass the ether at a speed of 186,000 miles per second, transmission over even long distances is practically instantaneous.

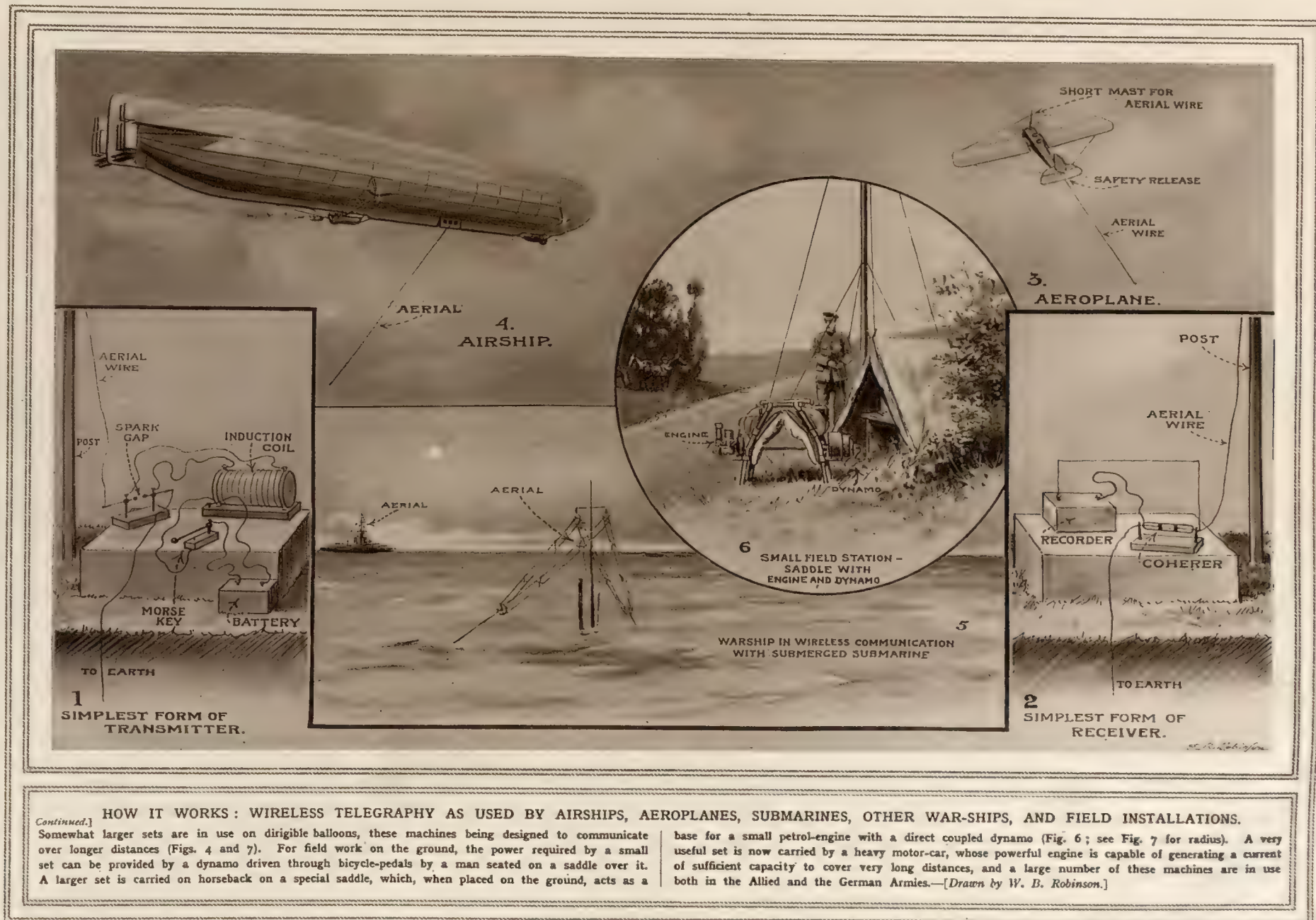
The advantages of wireless telegraphy have been recognised by all naval (Fig. 5) and military authorities, and it is being used in a variety of forms. A light wireless set is now frequently carried by an aeroplane to enable the observer to keep in

touch with the troops and to report promptly the results. In this case the aerials may take the form of a triangle (Fig. 3) whose angles are the wing-tips and the tail of the 'plane, a trailing wire being also used which is fixed to the tail end of the 'plane in such a manner that a pull of twenty pounds will break it away, and so save the machine from injury in the event of the wire becoming entangled in a tree or other obstacle. [Continued opposite.]



FIG. 7.—WIRELESS RADIUS FROM AIRCRAFT AND FIELD INSTALLATIONS: RELATIVE RANGES OF TRANSMISSION—TAKING AMIENS AS A CENTRE.

The radii indicated are: 300 miles—large dirigibles; 20 to 150 miles—aeroplanes; 50 miles—field installations (saddle, motor, etc.). A lorry motor-set or cart-set can transmit messages up to 300 miles over land, or 500 over water, say, from an island. Amiens is taken as a centre merely for illustration.



HOW IT WORKS: WIRELESS TELEGRAPHY AS USED BY AIRSHIPS, AEROPLANES, SUBMARINES, OTHER WAR-SHIPS, AND FIELD INSTALLATIONS.

Continued. Somewhat larger sets are in use on dirigible balloons, these machines being designed to communicate over longer distances (Figs. 4 and 7). For field work on the ground, the power required by a small set can be provided by a dynamo driven through bicycle-pedals by a man seated on a saddle over it. A larger set is carried on horseback on a special saddle, which, when placed on the ground, acts as a

base for a small petrol-engine with a direct coupled dynamo (Fig. 6; see Fig. 7 for radius). A very useful set is now carried by a heavy motor-car, whose powerful engine is capable of generating a current of sufficient capacity to cover very long distances, and a large number of these machines are in use both in the Allied and the German Armies.—[Drawn by W. B. Robinson.]



KEEPING UP A FAMOUS REPUTATION: THE "SAUCY" "ARETHUSA," WITH AN ATTENDANT DESTROYER, LEAVING PORT FOR A SPECIAL-SERVICE CRUISE.

When the official story of the doings of the Grand Fleet in the North Sea comes to be written after the war, the names of few individual ships will figure more prominently than that of Commodore Tyrwhitt's "Arethusa," the modern successor of the historic "Saucy" "Arethusa." In the battle of Heligoland Bight last August, as leader of the Destroyer Flotillas, the "Arethusa" was in the thick

of the action from first to last, and the principal honours of the day were very largely hers. In the Cuxhaven air-raid of Christmas Day, she had a prominent share in making the Zeppelins turn tail. In the Dogger Bank battle one of her torpedoes finished off the "Blücher." Intermediately she has scoured the North Sea incessantly.—[Drawn specially for the "Illustrated London News" by Frank Mason.]



THE "DEUTSCHLAND" LEADING THE LINE: THE GERMAN BATTLE-SHIP OF WHOSE CLASS ONE HAS BEEN TORPEDOED BY THE RUSSIANS.

Russia has reported: "On July 2, at the entrance to Danzig Bay, a submarine, with two torpedoes, blew up a German war-ship of the 'Deutschland' class, which was steaming at the head of a German squadron." Thus Germany lost the first battle-ship she has had sunk during the Great War, a state of affairs due to the way in which von Tirpitz keeps the "High Sea Fleet" behind the defences of Kiel

and Wilhelmshaven. The "Deutschland" class included five battle-ships of Pre-Dreadnought type, completed between 1906 and 1908. For several years the "Deutschland" was flag-ship of the High Sea Fleet, and she had a special suite for the use of the German Emperor. She displaced 13,200 tons, and was 414 feet in length. The crew numbered 743.



FIGHTERS FOR THE FREEDOM OF EUROPE : XIV.—OFFICERS OF THE 80TH BRIGADE, ROYAL FIELD ARTILLERY.

In the Back Row, standing (from left to right), are : 2nd Lieut. E. S. Houghton, 2nd Lieut. P. Ferguson, 2nd Lieut. R. G. Southey, 2nd Lieut. C. B. F. Parkinson, 2nd Lieut. D. C. G. Sharp, 2nd Lieut. T. D. Fairgrieve, 2nd Lieut. R. S. Parkes, and 2nd Lieut. C. M. Samuel ; in the Centre Row (left to right) are : Capt. H. Cayley-Webster, Major E. H. Harpur, Lieut.-Col. G. A. Cardew (in command of the Brigade), Major W. H. H. Preston, Capt. H. J. Cannan, and Capt. R. R. W. Bell ; in the Front, seated on the ground at either side, are : (left) 2nd Lieut. A. W. Davies ; (right) 2nd Lieut. W. J. Barnato. The

80th Brigade, R.F.A., belongs to the Divisional Artillery of the New Armies. It comprises four field batteries (A, B, C, D), and a Brigade Ammunition-column. Major Harpur commands "A" Battery, 2nd Lieuts. Southey and Parkes are two of his subalterns ; Major Preston "B" Battery, with 2nd Lieuts. Barnato, Ferguson, and Sharp ; Capt. Cannan "C" Battery, with 2nd Lieuts. Parkinson and Davies ; Capt. Bell "D" Battery ; 2nd Lieut. Samuel is one of his subalterns. Capt. Cayley-Webster has charge of the Brigade Ammunition-Column ; and 2nd Lieut. Houghton of the Base.—[Photo. by Bassano.]



FIGHTERS FOR THE FREEDOM OF EUROPE: XIV.—N.C.O.'S OF THE 80TH BRIGADE, ROYAL FIELD ARTILLERY.

In the Back Row, standing (from left to right), are: Cpl. J. B. Cunningham, Bbr. G. Rogers, Cpl. J. Howarth, Bbr. W. Rothwell, Bbr. H. Wood, Bbr. A. Newby; in the Centre Row are: Sgt. G. W. Hersey (standing), Cpl. J. Kenyon, Sgt. T. Barrett, Btty.-Sgt.-Major D. Hayes, Sgt. W. Morris, Cpl. J. Lawson, Cpl. F. J. Treacy (standing); in the Front Row, seated on the ground, are (from left to right): Bbr. E. Kilshaw, A-Bbr. W. Chapman, Bbr. W. Roberts. The 80th Brigade, Royal Field Artillery, have had their field training mostly at Swanage, on the Dorset coast. The four batteries constituting the Brigade,

whose commanding officer, Colonel Cardew, belongs to the field artillery of the Regular Army, form one of the four Brigades of the 17th Division in the New Armies. According to the officially published "Army List," there are well over a hundred R.F.A. Brigades distributed between (in round numbers) from twenty to thirty Divisions of Royal Field Artillery. The brigades and batteries have all been specially raised, equipped and trained in connection with the New Armies. They are in addition to Territorial Army Horse and Field Batteries, and Special Reserve Field Artillery, in existence before the war.—[Photo. by Bassano.]



FIGHTERS FOR THE FREEDOM OF EUROPE: XIV.—GUN-TEAMS OF A BATTERY OF THE 80TH BRIGADE, R.F.A., IN TRAINING.

The illustrations above show gun-teams of one of the batteries of the 80th Brigade, Royal Field Artillery, undergoing field-training at its station for drill and instructional purposes, in the South of England. Illustration No. 1 shows two gun-teams at driving drill. Uprights, to represent gate-posts, are set up at a distance apart a very little wider than the width of the axle-trees of a gun-carriage, and the team

drivers have to get the horses and guns through without touching the posts. In Nos. 3 and 4, the preliminary drill is seen being carried further, and its practical application and utility are evidenced in going across country. In No. 2 a gun-team is seen "limbering-up," i.e., re-attaching the gun to its limber for moving on after action.—[Photos. by S. and G.]



A MACHINE-GUN IN ACTION: A FRENCH MITRAILLEUSE AT NEUVILLE ST. VAAST.
The machine-gun is vitally important in the war, and, as mentioned elsewhere, the Germans are very strong in this arm, and have organised a distinct branch of their Army for it. The French also use machine-guns with deadly effect. They use chiefly the Hotchkiss and Puteaux of '315-inch calibre. The cartridges are fed into the gun in comb-shaped batches.—[Photographic Service of the French Armies.]



A TERRITORIAL AWARDED THE V.C. FOR BOMB-THROWING: LANCE-CORPORAL KEYWORTH.
Lce.-Cpl. Leonard James Keyworth, of the 24th Batt. London Regiment (the Queen's), Territorial Force, has received the V.C. for most conspicuous bravery at Givenchy on the night of May 25-26. During a bomb-attack on German trenches, he spent two hours on the enemy's parapet, and threw about 150 bombs on the Germans some fifteen yards away. He was formerly a solicitor's clerk.—[Photo. Cent'al News.]



LIEUT. J. G. SMYTH,
15th LUDHIANA SIKHS. I.A.



LIEUT.-COMM^r M. E. NASMITH,
ROYAL NAVY.



CAPT. G. N. WALFORD,
BRIG.-MAJ. R.A. MEDITERRANEAN EXP^t FORCE (KILLED)



LIEUT. G. R. P. ROUPELL,
1st BATTⁿ EAST SURREY REGT.



CPL. JOHN RIPLEY,
1st BATTⁿ BLACK WATCH.



PTE. EDWARD WARNER,
1st BATTⁿ BEDFORDSHIRE REGT. (DEAD)



V.C. HEROES OF THE GREAT WAR: MORE WINNERS OF BRITAIN'S MOST COVETED HONOUR FOR VALOUR.

Lieut. John George Smyth, near Richebourg l'Avoué, swam a stream while exposed to heavy firing. Lieut.-Commander Martin Eric Nasmith, of Submarine "E 11," in the face of great danger destroyed Turkish vessels in the Sea of Marmora. Capt. Garth Neville Walford shared the gallantry of Lieut.-Col. Doughty-Wylie's action on the Gallipoli Peninsula, but was killed in the moment of victory. Lieut.

George Rowland Patrick Roupell "showed a magnificent example of courage, devotion, and tenacity" in a front trench on "Hill 60." Corpl. John Ripley, at Rue du Bois, defended a position until badly wounded. Pte. Edward Warner, near "Hill 60," held a trench until he was exhausted. He died shortly afterwards from gas-poisoning.—[Photos. by Gillman, Russell, Central Press, and Lafayette.]



COY.-SGT.-MAJ. F.W. HALL,
8th CANADIAN BATTⁿ (KILLED)



LT.-COL. C.H.M. DOUGHTY-WYLIE, C.B.
HDQ.-STAFF MEDITERRANEAN FORCE. (KILLED)



LCE.-SGT. D.W. BELCHER,
LONDON RIFLE BRIGADE.



PRIVATE JOHN LYNN,
2nd BATTⁿ LANCS. FUSILIERS (DEAD)



COY.-SGT.-MAJ. F. BARTER,
1st BATTⁿ ROYAL WELSH FUSILIERS.

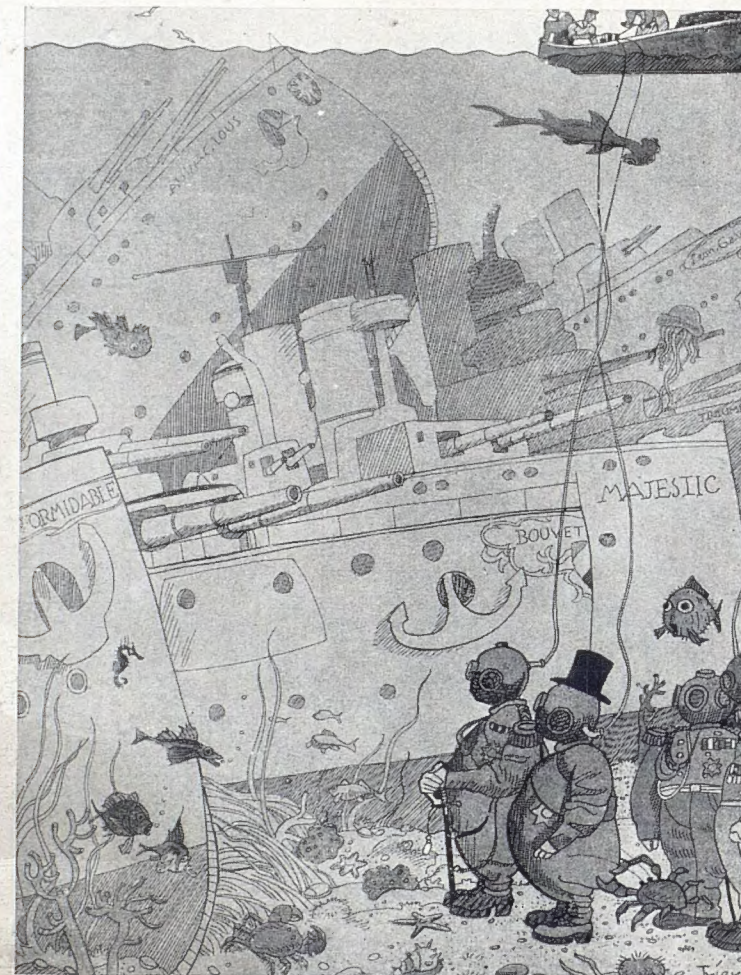


LCE.-CORP. W. ANGUS,
8th BATTⁿ HIGHLAND L.I. (T.F.)



V.C. HEROES OF THE GREAT WAR: MORE WINNERS OF BRITAIN'S MOST COVETED HONOUR FOR VALOUR.
Coy.-Sergt.-Major Frederick William Hall gave his life attempting to rescue a wounded comrade at Ypres. Lieut.-Col. C. H. M. Doughty-Wylie, C.B., led an attack, through Sedd-ul-Bahr, on the Old Castle with great success, but was killed in the moment of victory. Lce.-Sergt. Douglas Walter Belcher, with a handful of men, held a breastwork during a fierce bombardment. Pte. John Lynn, near Ypres, handled

his machine-gun with great effect although almost overcome by asphyxiating gas, from which he died next day. Coy.-Sergt.-Major Frederick Barter, at Festubert, with eight men, captured three officers and 102 men. Lce.-Corp. William Angus rescued a wounded officer at Givenchy, sustaining about forty wounds.—[Photos. by Van Ralty, Beresford, Farrington Photo. Co., Central Press, and Gale.]



GERMAN "HUMOUR" IN WAR CARTOONS: "A ZEPPELIN: BABIES TO THE FRONT!"

We give here two examples of German "humour" as it displays itself in cartoons on the war. It would hardly occur to any other nation to joke about the killing of babies—especially to suggest that we dangle babies above our harbours when Zeppelins are about—that we may be able to call the enemy "Baby-Killers"! The other cartoon, showing King George and President Poincaré in diving dress (the

GERMAN "HUMOUR": "KING GEORGE AND M. POINCARÉ HOLD A NAVAL REVIEW."

latter with the addition of a top-hat) holding a naval review at the bottom of the sea, would be funnier if the idea were more original, and less open to the charge of "tu quoque." We seem to remember certain drawings of earlier date in which the sea-floor was occupied, not by British or French but German ships. The humour of Germans, however, seldom errs on the side of subtlety.